

SECTION 5 - STREETS - GENERAL STANDARDS OF DESIGN

5-1 Street Alignment

Provisions shall be made wherever practicable for the continuation of planned, existing, or platted streets in adjoining areas.

5-2 Street Layout

Streets in predominately residential subdivisions shall be designed to discourage through traffic, and offset or jog streets shall be avoided in all cases.

5-3 Street Angle

The angle of intersection between streets shall be as close to a right angle as possible and in no case less than 80 degrees unless approved by the governing body or its agent upon recommendation of the Virginia Department of Transportation Engineer for specific reasons of contour, terrain, or matching of existing patterns.

5-4 Street Half

Streets of less than the full right-of-way required by this Ordinance shall not be permitted; however, where half streets exist on adjoining property the remaining right-of-way requirement shall be dedicated. No homes shall be constructed on half streets.

5-5 Street Access

The street arrangement shall provide adequate access to adjoining parcels where necessary to provide for the orderly development of the County.

5-6 Street Grade

Maximum street grades permitted shall not exceed 10%. Grades in excess of 8% should be avoided. Ditches on grades 5% or more shall be paved and catch basins installed where required under the current standards of Fauquier County or the Virginia Department of Transportation. All paved ditches shall be of an approved concrete mixture.

5-7 Street Width

The right-of-way width for major streets shall conform to the widths designated on the major street and highway plan of the Comprehensive Plan of Fauquier County. The right-of-way width for streets shall not be less than 50 feet.

5-8 Cul-de-Sac Streets

Cul-de-sacs and dead end streets shall provide a terminal turnaround having a right-of-way radius of not less than 50 feet and a paved radius of not less than 40 feet. Cul-de-sacs should not exceed 700 feet in length, exclusive of the turnaround.

5-9 Temporary Cul-de-Sacs

Streets more than 300 feet in length from an intersection or proposed to serve more than eight residences that terminate temporarily shall be provided with a temporary terminal cul-de-sac having a radius of not less than 50 feet. The temporary cul-de-sac easement shall remain in force until such time as street extensions are added to the Virginia Highway System.

5-10 Alleys (Amended by Board of Supervisors July 16, 2001)

Alleys not less than 20 feet in right-of-way width may be provided in the rear of all commercial and industrial properties unless other provisions are made for parking and service. Alleys shall also be permitted in the following residential districts: Village, R-1, R-2, R-3, R-4, TH, PRD and PDMU.

Easements for alleys in residential districts shall be a minimum of twenty (20) feet in width including appropriate sight distance, drainage, and radius for emergency vehicles. A minimum paved travelway of fifteen (15) feet shall be provided. Two (2) inches of pavement over six (6) inches of base stone shall be the minimum pavement required with a minimum of two (2) foot shoulders. Additional pavement/base may be required if the County Engineer and Soil Scientist determine that the site soil conditions warrant the additional improvements. The maximum grade for an alley shall be 10%. The alley length shall be no more than 1,200 feet.

A minimum setback of ten (10) feet shall be required from the edge of the easement to any accessory structure, garage or other structure. All structures shall also comply with the underlying zoning district rear and side yard setbacks. No parking shall be permitted on paved travelway; however, parking may be permitted within the alley easement if additional easement width is provided to accommodate such parking. All required off-street parking shall be provided on each lot, either with parallel or perpendicular parking at the rear of each lot or with parking accessed from the front of the property. Garages shall not count toward off-street parking requirements. A twenty (20) foot setback shall be provided from an alley intersection and the first structure, parking space, or any street tree planting. See Exhibit A as a guideline.

Alley easements shall be owned, controlled, and maintained by a homeowners association (HOA) or similar association or owned by individual property owners with control and maintenance by a HOA or other association. Notation on both the plat and deeds shall be provided that clearly and boldly states the ownership, maintenance, and control responsibility to alleys, but has no maintenance or ownership responsibilities. Homeowners' association covenants, which provide for the maintenance and upkeep of the alleys, shall be submitted with the final construction plans for review.

A sidewalk shall be required from each residence to the street right-of-way for access purposes. No dead end alleys of any kind shall be allowed.

5-11 Reserved Strips

Reserved or spite strips, restricting access to streets or alleys shall not be permitted provided that nothing herein shall prohibit areas for scenic planting and landscaping where adequate access is otherwise available.

5-12 *Service Drives*

Whenever a proposed subdivision contains or is adjacent to a major thoroughfare or arterial highway, provisions shall be made for service drives or service streets approximately parallel to such right-of-way. Except where impractical by reason of topography hardship, the area between the drive and the major thoroughfare or artery shall be sufficient to provide area for scenic planting and screening. The dimension of the area between service drive and major thoroughfare or artery and the points of access between the same shall be determined after due consideration of traffic safety requirements.